BookletChart™

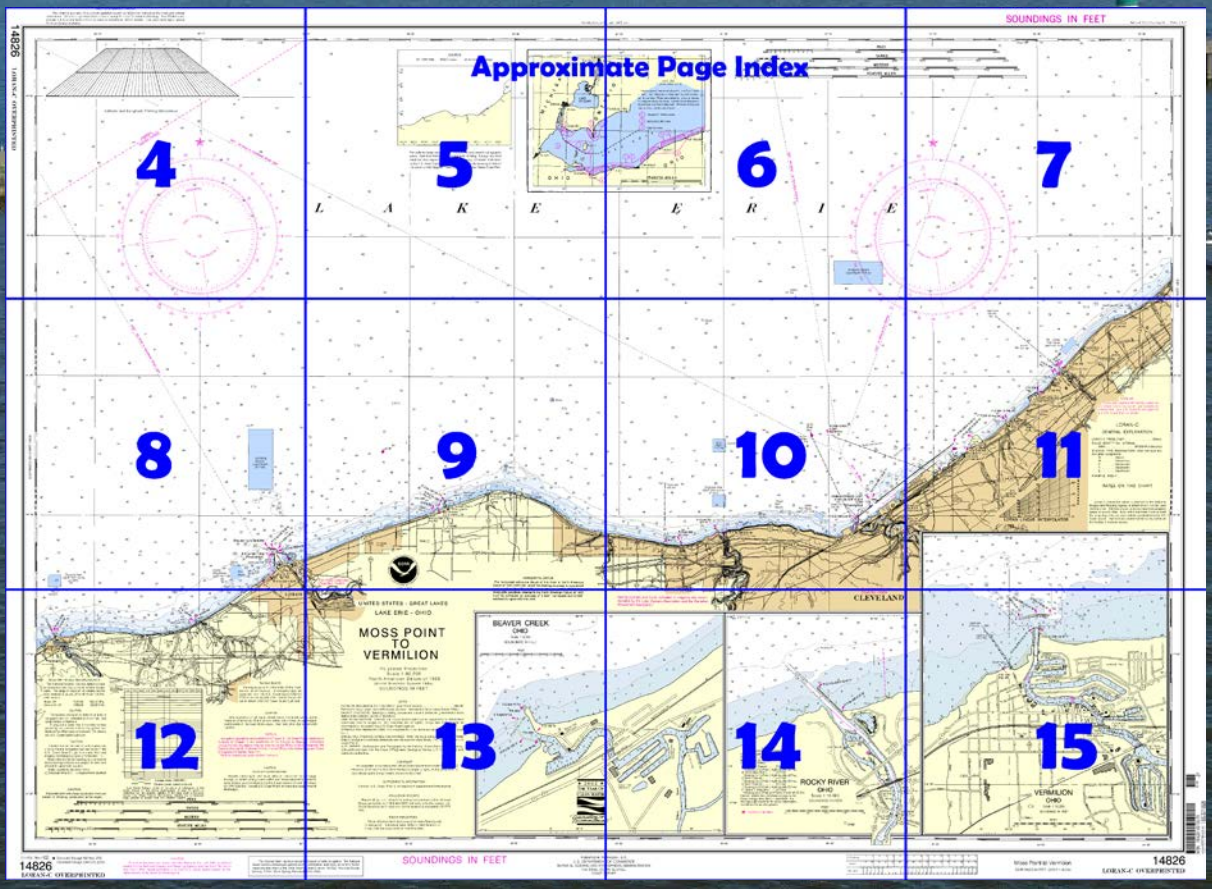
Moss Point to Vermilion

NOAA Chart 14826

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14826.

(Selected Excerpts from Coast Pilot)
From Fairport Harbor, the shoreline trends southwest for about 29 miles to the main entrance to Cleveland Harbor. There is deep water about 1 mile offshore at Fairport Harbor, decreasing to 0.5 mile or less offshore at Cleveland. Several small-craft harbors and marinas are along this stretch of low wooded hills.
The Wildwood Yacht Club harbor is about 5.4 miles northeast of Cleveland Harbor East Entrance Light, close northeast of **Euclid Creek.** The entrance is marked by private lights on the ends of the east and west pierheads. A detached breakwater is marked by private lights. In 1977, the reported controlling depths were 7 feet in the entrance, and 7 to 11 feet in the harbor.
The Northeast Yacht Club Basin is adjacent to the Cleveland sewage disposal plant, about 4 miles northeast of Cleveland Harbor East Entrance Light. The entrance is marked by private lights on the east end of the north breakwater and the north end of the east breakwater. In 1977, the reported controlling depth was 6 feet in the entrance and in the basin.
In 1984, a dangerous submerged wreck was reported about 2 miles northwest of the mouth of Euclid Creek in about 41°36'N., 81°36'W.
About 3.1 miles southwest of Euclid Creek, at the mouth of a stream known locally as **Dugway Brook,** are submerged pilings in 12 feet of water.
Cleveland Harbor, about 175 miles southwest of Buffalo and 95 miles east of Toledo, consists of an outer harbor formed by breakwaters and an inner harbor made up of the **Cuyahoga River** and the **Old River,** which was the original outflow channel of the Cuyahoga River. The city of **Cleveland, OH,** is one of the major industrial centers on Lake Erie. The major commodities handled at the port are steel, heavy machinery, dry bulk and salt.
Vessels calling at Cleveland Harbor may obtain information on river traffic by contacting the Great Lakes Towing Co. dispatcher on VHF-FM channels 16 or 10, or by radiotelephone through a land station, telephone, 800–321–3663.
An unmarked **dumping ground** with a least reported depth of 35 feet is about 9.3 miles north of the main entrance to Cleveland Harbor.
Prominent features.–The most prominent objects when approaching Cleveland Harbor are the Municipal Stadium 0.7 mile east of the mouth of the Cuyahoga River, the Federal Office Building and the Erieview Plaza Tower about 1.1 miles east of the mouth, the Terminal Tower 1 mile southeast of the mouth, and the lighted "W" sign 3.3 miles west of the mouth on the lakefront.
Cleveland Waterworks Intake Crib Light (41°32'54"N., 81°45'00"W.), 55 feet above the water, is a private aid shown from a square house on a cylindrical crib about 3.3 miles northwest of the harbor entrance; a sound signal is at the light.
Cleveland Harbor Main Entrance Light (41°30'32"N., 81°43'04"W.), 63 feet above the water, is shown from a white conical tower with attached building on the west side of the main entrance to Cleveland Harbor; a seasonal sound signal is at the light.
Channels.–Cleveland outer harbor is formed by a series of breakwaters paralleling the shore for about 1 mile west and 4 miles east of the mouth of the Cuyahoga River. Lights mark the ends of each of the breakwaters. The main entrance from Lake Erie is through a dredged approach channel opposite the mouth of the river. The harbor may also be entered at the E end, and small craft may enter at the west end. In the inner harbor, dredged channels lead upstream for about 5.6 miles in the Cuyahoga River and for about 1 mile in Old River, which branches W from Cuyahoga River 0.4 mile above the mouth. Lighted and unlighted buoys mark the limits of the dredged areas in the outer harbor. The piers at the mouth of the river are marked on the outer ends by lights. The Federal project depths are 29 feet in the approach channel from deep water in the lake, thence 28 feet through the entrance channel to the mouth of the river and in West Basin, 28-27 feet in East Basin, and 25 feet in Airport Range. In the inner harbor, project depths are 27 feet in the Cuyahoga River from the mouth to the junction with Old River.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

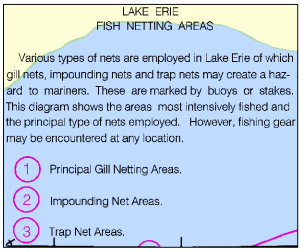
RCC Cleveland	Commander 9th CG District Cleveland, OH	(216) 902-6117

Table of Selected Chart Notes

Ⓟ Pump-out facilities

LAKE ERIE
FISH NETTING AREAS

Various types of nets are employed in Lake Erie of which gill nets, impounding nets and trap nets may create a hazard to mariners. These are marked by buoys or stakes. This diagram shows the areas most intensively fished and the principal type of nets employed. However, fishing gear may be encountered at any location.



HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1902 must be corrected an average of 0.333" northward and 0.383" eastward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Akron, OH	KDO-94	162.400 MHz
Cleveland, OH	KHB-59	162.550 MHz
Grafton, OH	WNG-698	162.500 MHz
Sandusky, OH	KHB-97	162.400 MHz

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Polyconic Projection
Scale 1 : 80,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

NOTE C

ROCKY RIVER CHANNEL

Controlling depths from seaward in feet at Low Water Datum, 562.2 ft referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

A. Entrance Channel..... 4.3 Feet
B. Rocky River Channel..... 3.4 Feet
C. Anchorage Basin.....1.7 Feet (a)
D. River Channel..... 4.8 Feet
E. River Channel..... 3.0 Feet
F. Upper Turning Basin..... 2.2 Feet

Channel depths tabulated from surveys by the Corps of Engineers, July 2010. For changes subsequent to the above information consult the Corps of Engineers

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.

Refer to charted regulation section numbers.

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

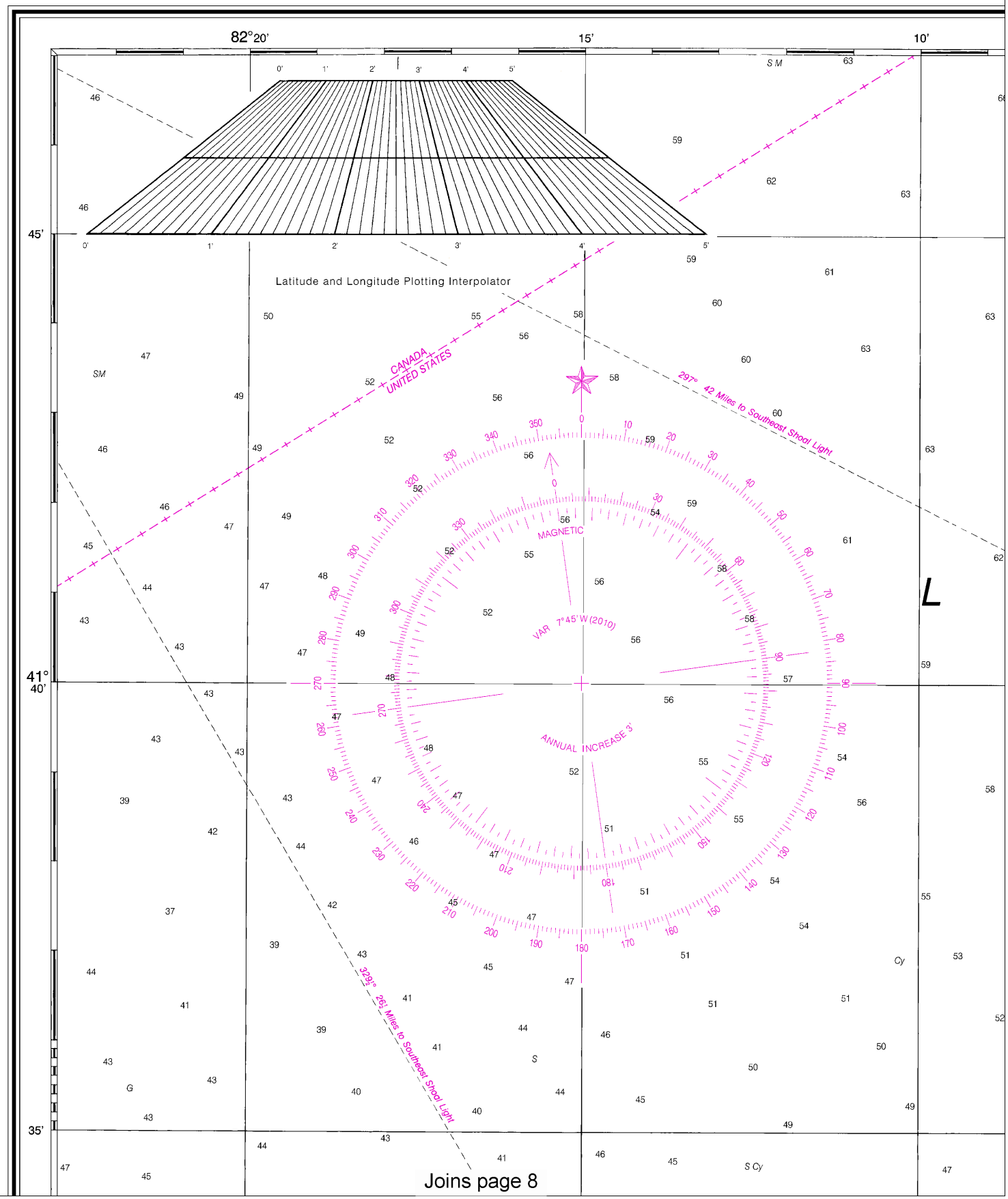
AIDS TO NAVIGATION. Consult U.S. Coast Guard LIght List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.



Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

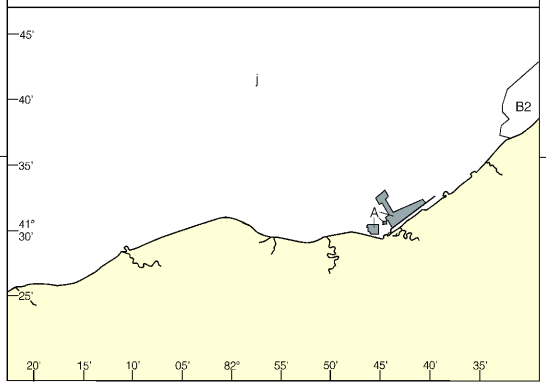
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

Note: Chart grid lines are aligned with true north.

05' 82°00' 55'

SOURCE			
A	1990-2007	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
j	pre-1974	Lake Survey Surveys	partial bottom coverage



SOURCE DIAGRAM

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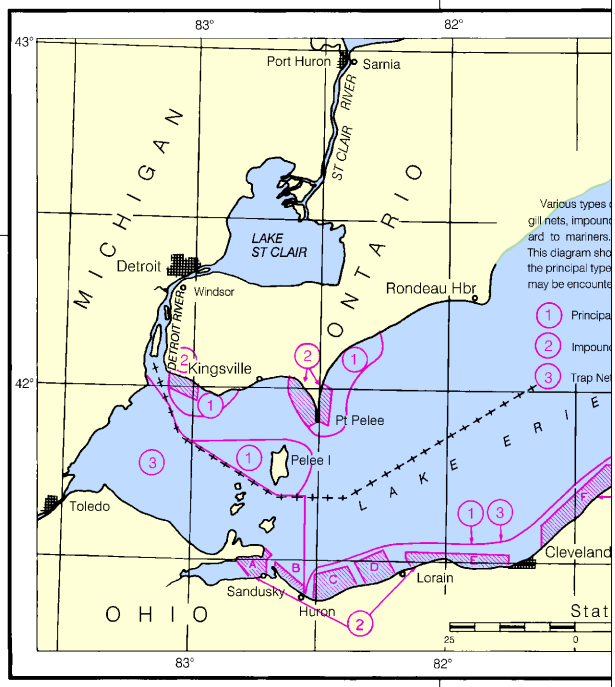


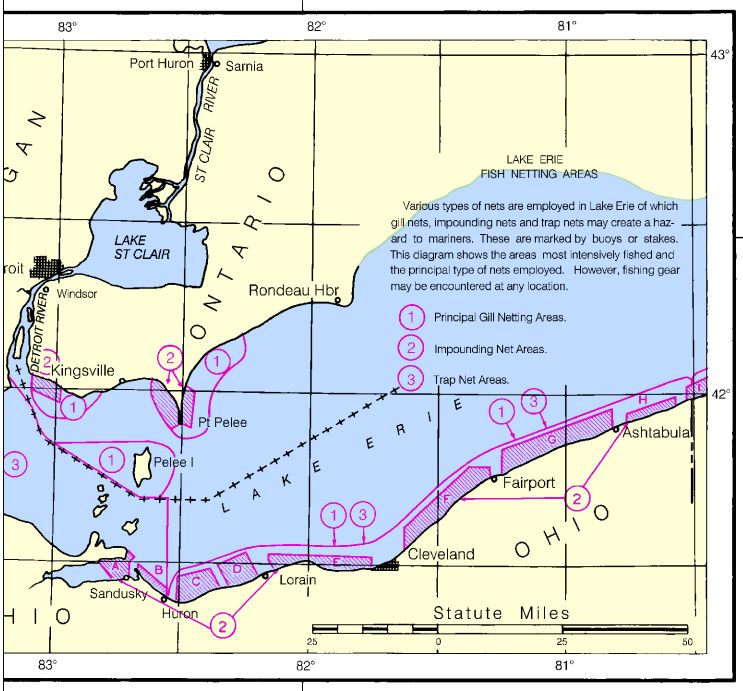
A K E E

Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

1st Ed., 1880 KAPP 1147



Joins page 5

Joins page 10

SCALE
Nautica
Statute
Yar
Met

350° 49 Miles to Rondeau Harbour

020° 81 Miles

Dumping Ground
Least Depth 35 ft rep

Obstn PA

Cy

G

S

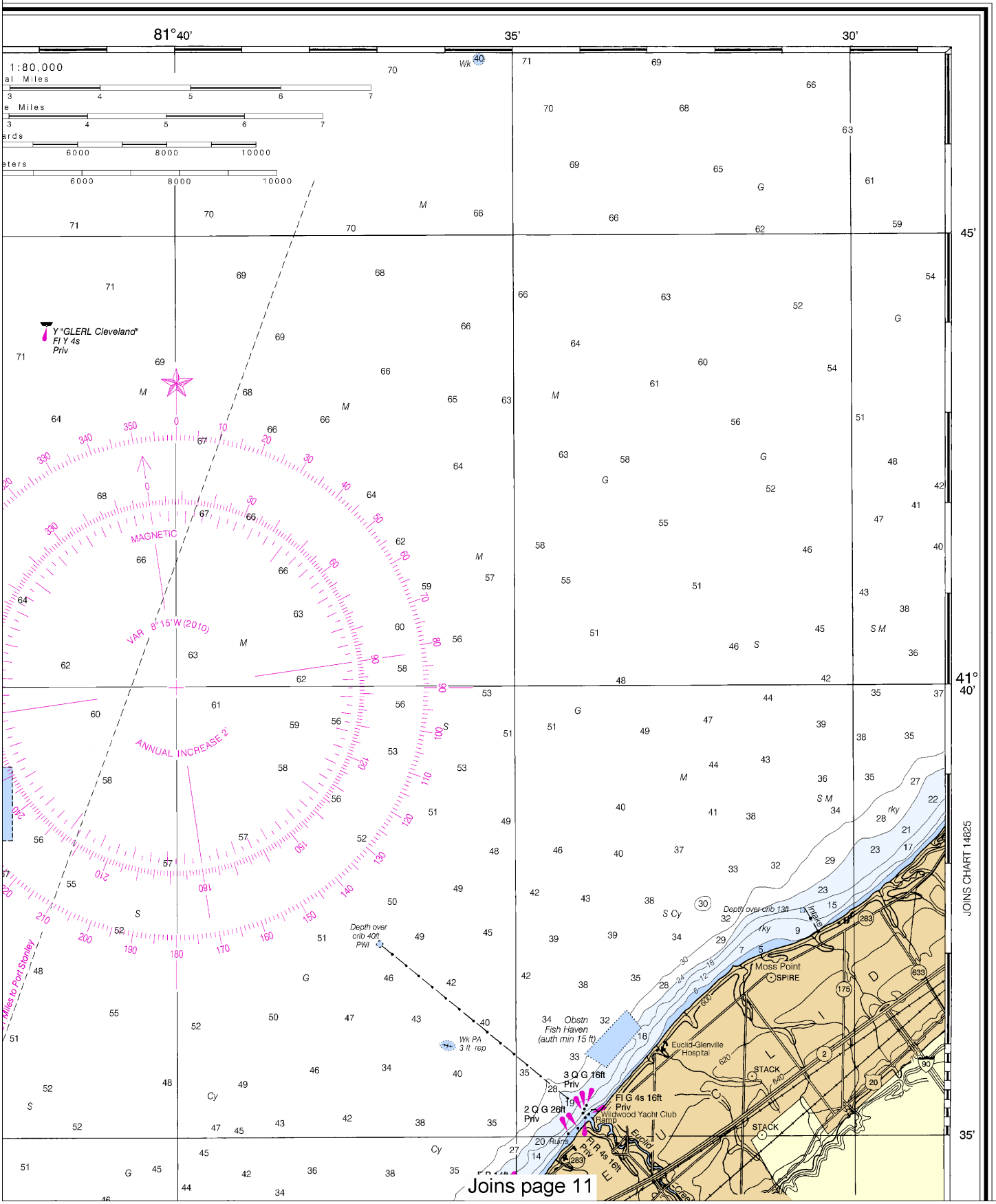
Note: Chart grid lines are aligned with true north.

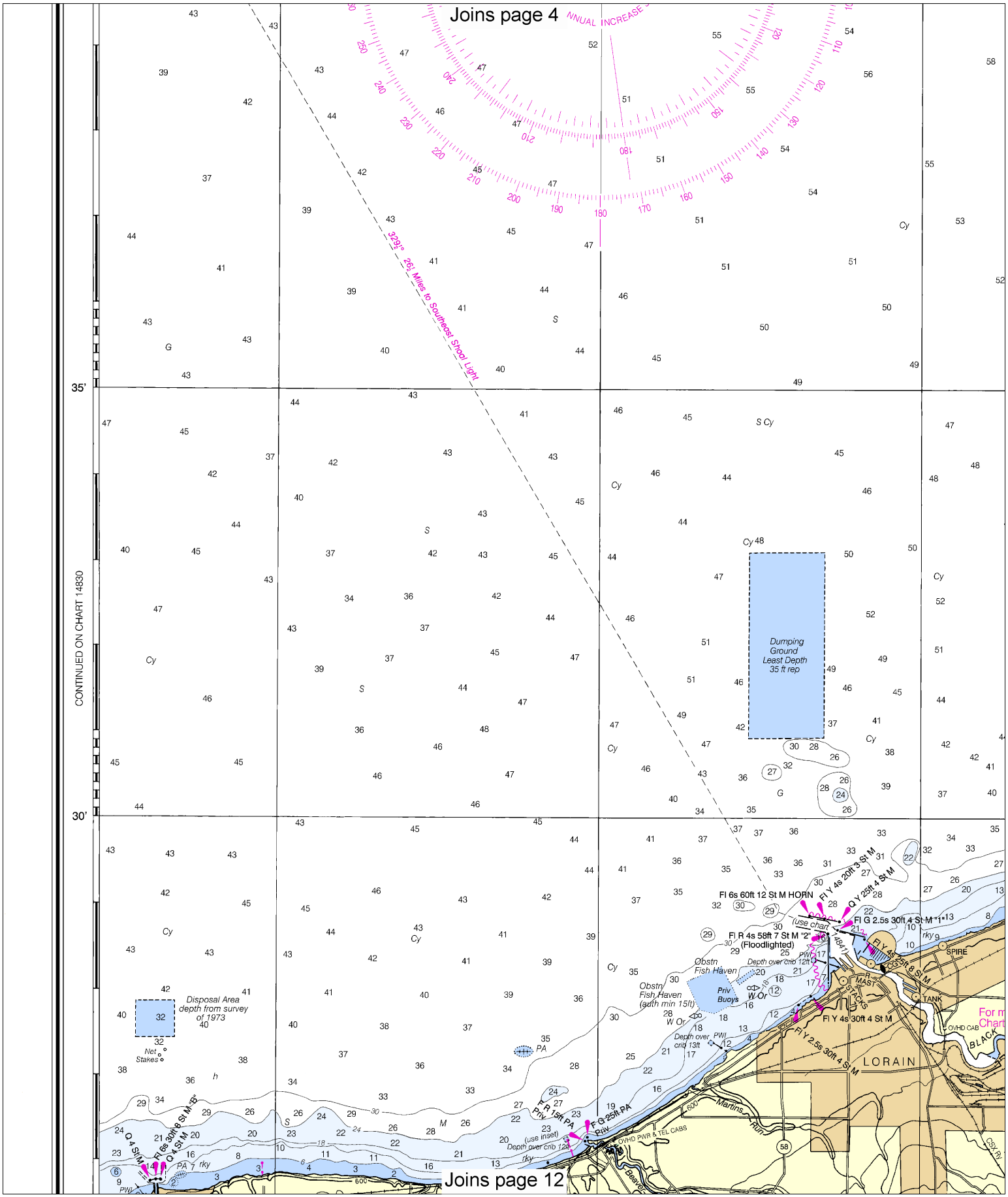
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

See Note on page 5.


81°40'
35'
30'
45'
41° 40'
35'
1:80,000
Y "GLERL Cleveland"
Fl Y 4s
Priv
MAGNETIC
VAR 8° 15'W (2010)
ANNUAL INCREASE 2'
Depth over crib 40ft PWI
Wk PA 3 ft rep
Obstn
Fish Haven
(auth min 15 ft)
3 Q G 16ft
Priv
2 Q G 26ft
Priv
Fl G 4s 16ft
Priv
Wildwood Yacht Club
Ramp
Fl R 4s 16ft
Priv
Euclid-Glenville Hospital
Moss Point
SPIRE
STACK
STACK
Depth over crib 13ft
Intake
20 Ruins
Euclid
Cove
Miles to Port Stanley
JOINS CHART 14825
Joins page 11



Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

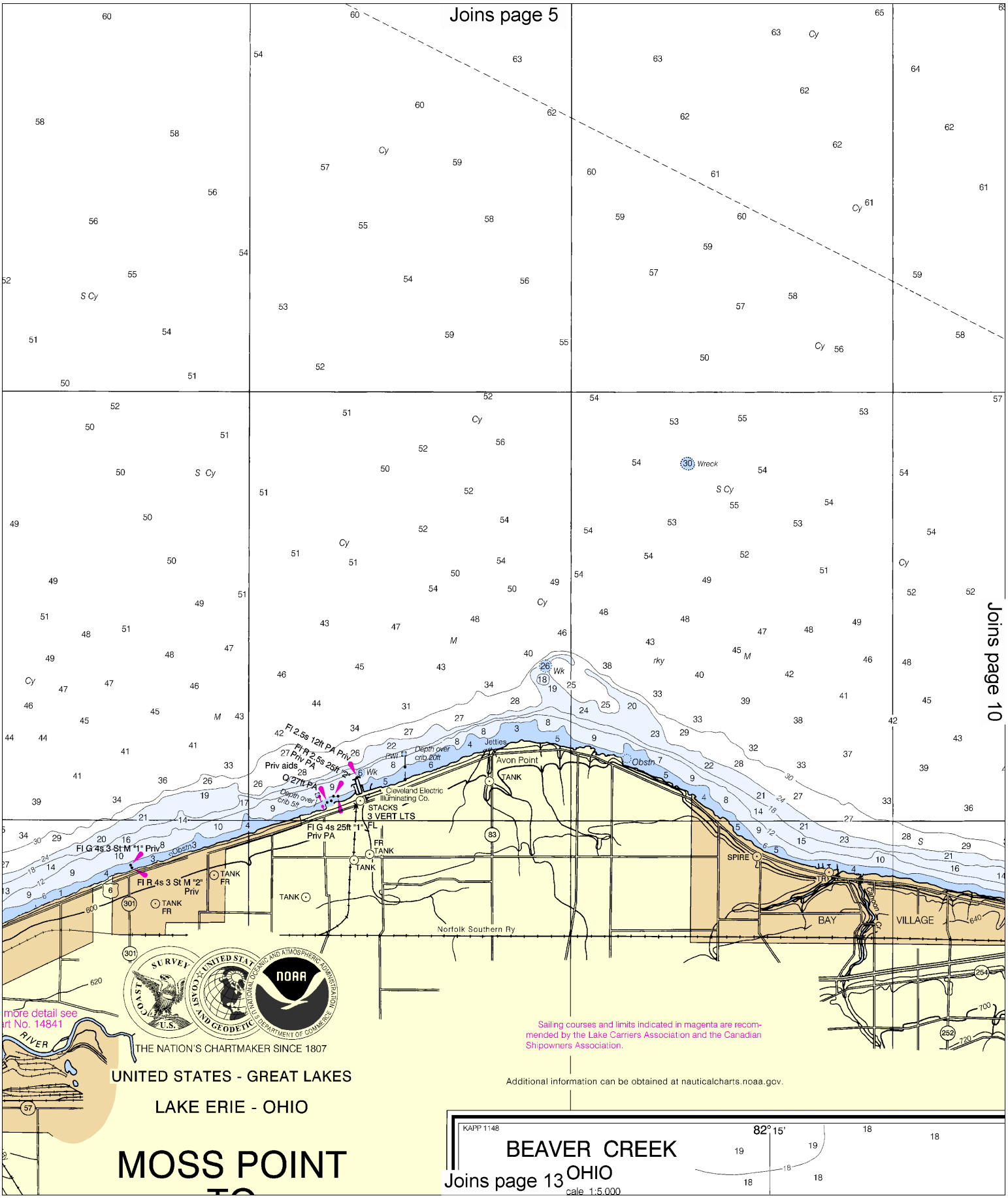
Nautical Miles

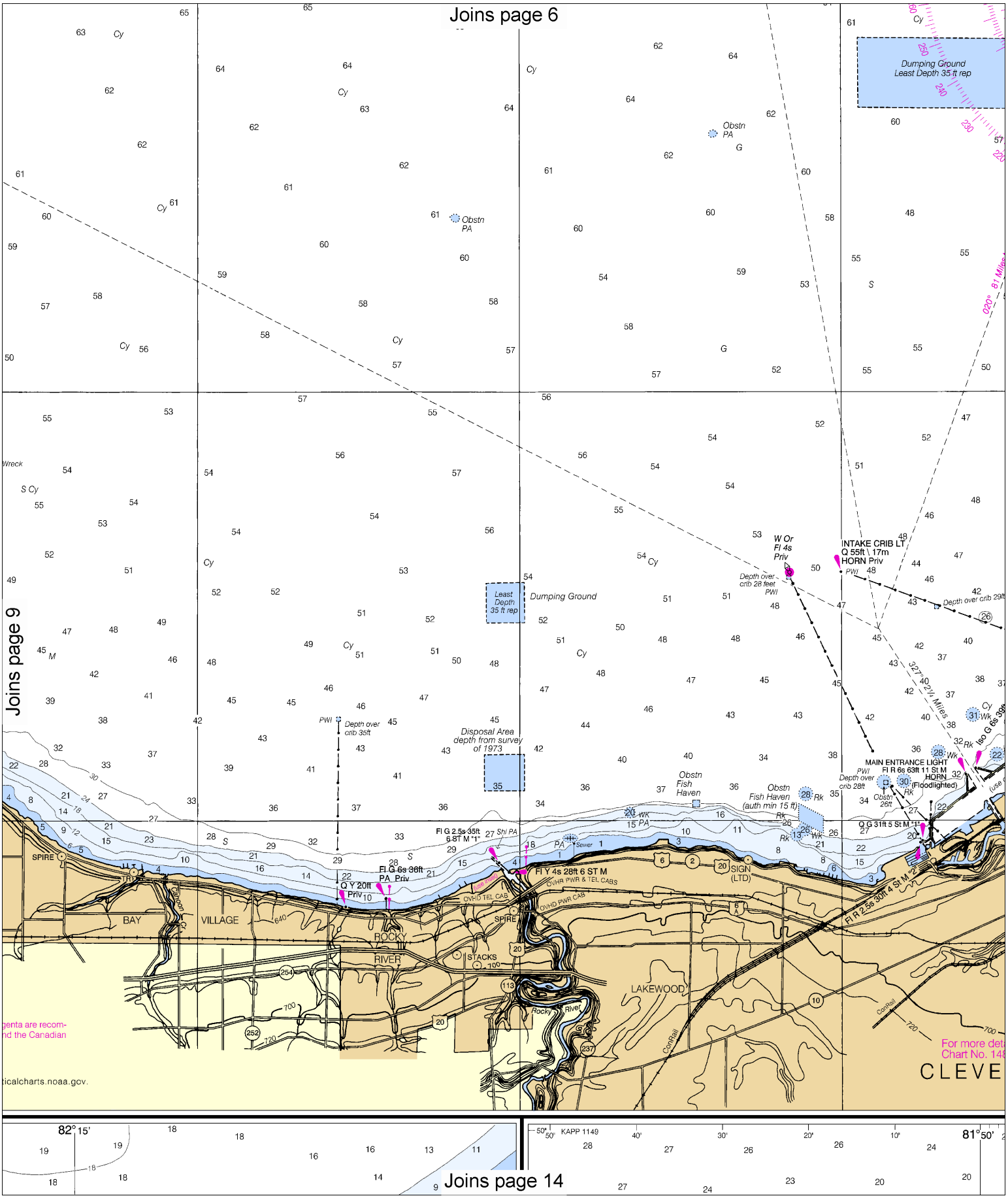
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

Note: Chart grid lines are aligned with true north.


Joins page 5
Joins page 10
Joins page 13
Fl 2.5s 12ft PA Priv
Fl R 2.5s 25ft "2"
Priv aids
Q 27ft PA
Depth over crib 5ft
Depth over crib 20ft
Jetties
Avon Point
TANK
Obstn
Wk
Wreck
Cleveland Electric Illuminating Co.
STACKS
3 VERT LTS
Fl G 4s 25ft "1"
Priv PA
FL
FR
Fl G 4s 3 St M "1" Priv
Fl R 4s 3 St M "2" Priv
SPIRE
BAY
VILLAGE
Norfolk Southern Ry
RIVER
S Cy
Cy
M
rky
more detail see
Chart No. 14841
THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - GREAT LAKES
LAKE ERIE - OHIO
MOSS POINT
TO
Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.
Additional information can be obtained at nauticalcharts.noaa.gov.
KAPP 1148
BEAVER CREEK
OHIO
82° 15'
cale 1:5,000



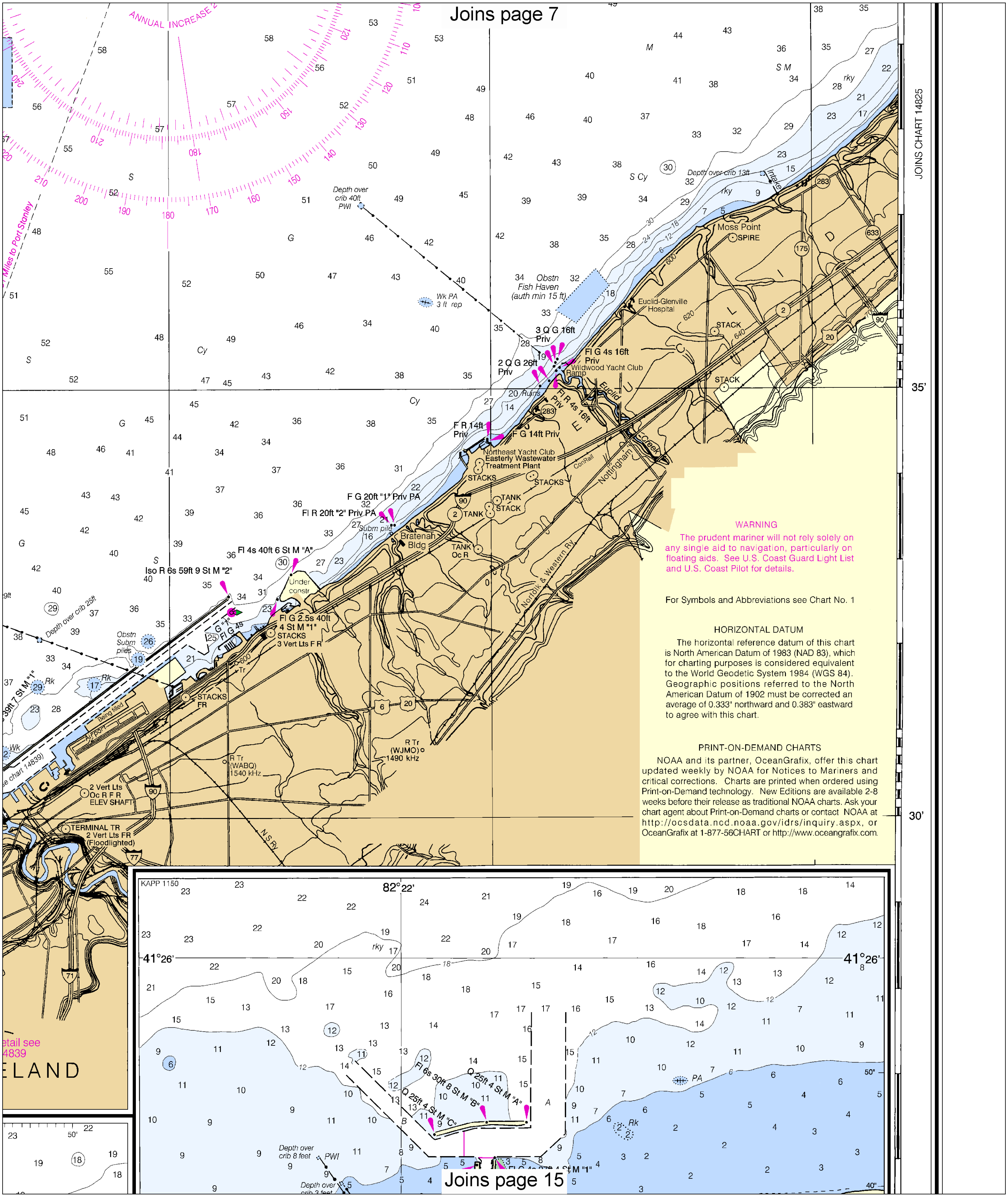
Note: Chart grid lines are aligned with true north.

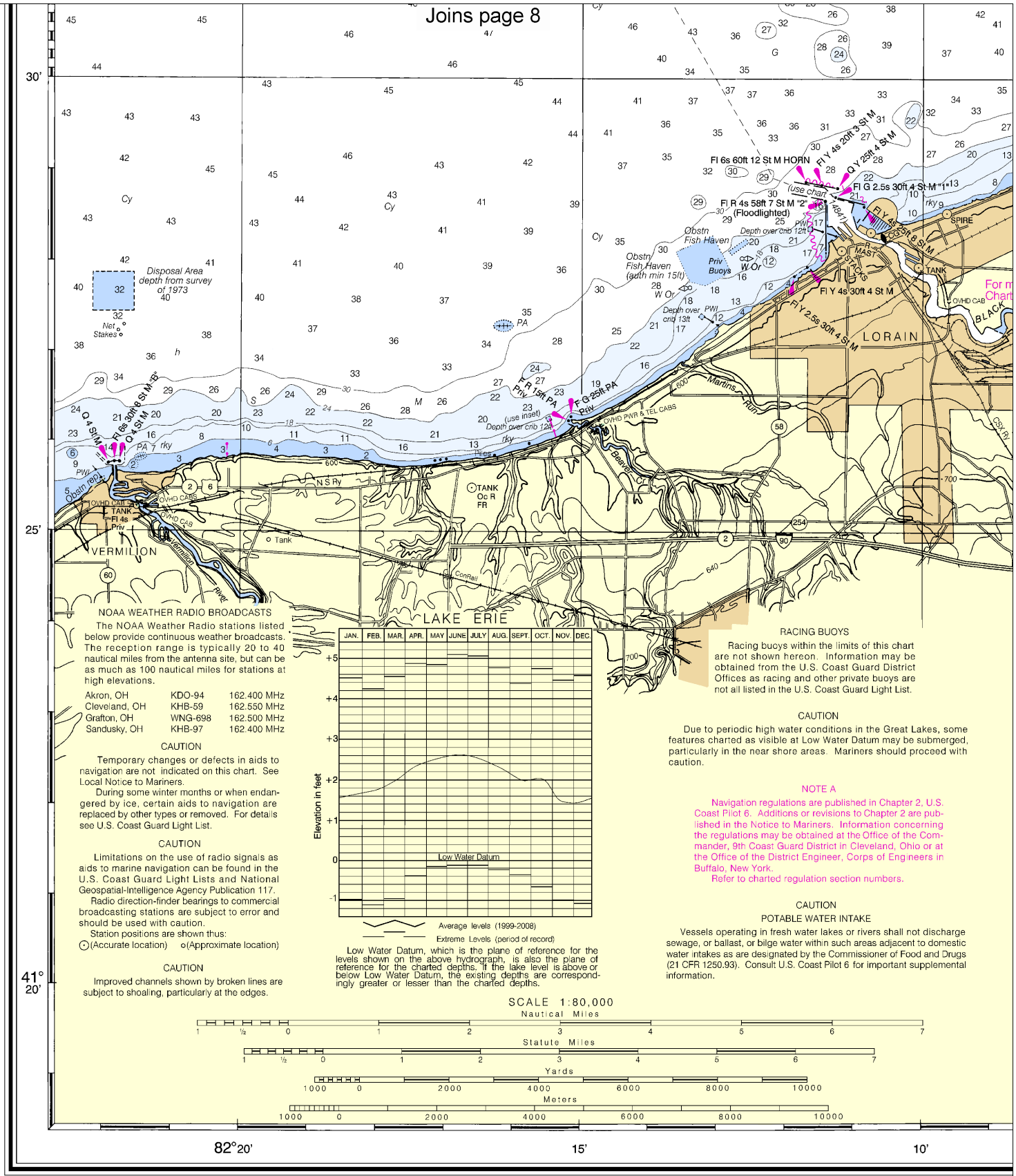
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 7
JOINS CHART 14825
ANNUAL INCREASE
Miles to Port Stanley
Depth over crib 40ft PWI
Wk PA 3 ft rep
Obstn Fish Haven (auth min 15 ft)
Depth over crib 13ft
Intake
Moss Point
SPIRE
Eucild-Glenville Hospital
STACK
3 Q G 16ft Priv
Fl G 4s 16ft Priv
2 Q G 26ft Priv
Wildwood Yacht Club
Ramp
Ruins
Fl R 4s 16ft Priv
Euclid Creek
F R 14ft Priv
F G 14ft Priv
Northeast Yacht Club
Easterly Wastewater Treatment Plant
STACKS
ConRail
Nottingham
F G 20ft "1" Priv PA
Fl R 20ft "2" Priv PA
Subm pile
TANK
STACK
Bratenah Bldg
TANK Oc R
Norfolk & Western Ry
Fl 4s 40ft 6 St M "A"
Iso R 6s 59ft 9 St M "2"
Under constr
Depth over crib 25ft
Obstn Subm piles
Fl G 4s
Fl G 2.5s 40ft 4 St M "1"
STACKS 3 Vert Lts F R
STACKS FR
Being filled
Airport
R Tr (WABQ) 1540 kHz
R Tr (WJMO) 1490 kHz
2 Vert Lts Oc R F R ELEV SHAFT
TERMINAL TR 2 Vert Lts FR (Floodlighted)
N S Ry
35'
30'
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
For Symbols and Abbreviations see Chart No. 1
HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1902 must be corrected an average of 0.333" northward and 0.383" eastward to agree with this chart.
PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.
KAPP 1150
82°22'
41°26'
Fl 6s 30ft 8 St M "B"
Q 25ft 4 St M "A"
Q 25ft 4 St M "C"
Depth over crib 8 feet PWI
Depth over crib 3 feet
ELAND
Joins page 15



28th Ed., Sep. / 10 ■ Corrected through NM Sep. 25/10
Corrected through LNM Sep. 21/10
14826

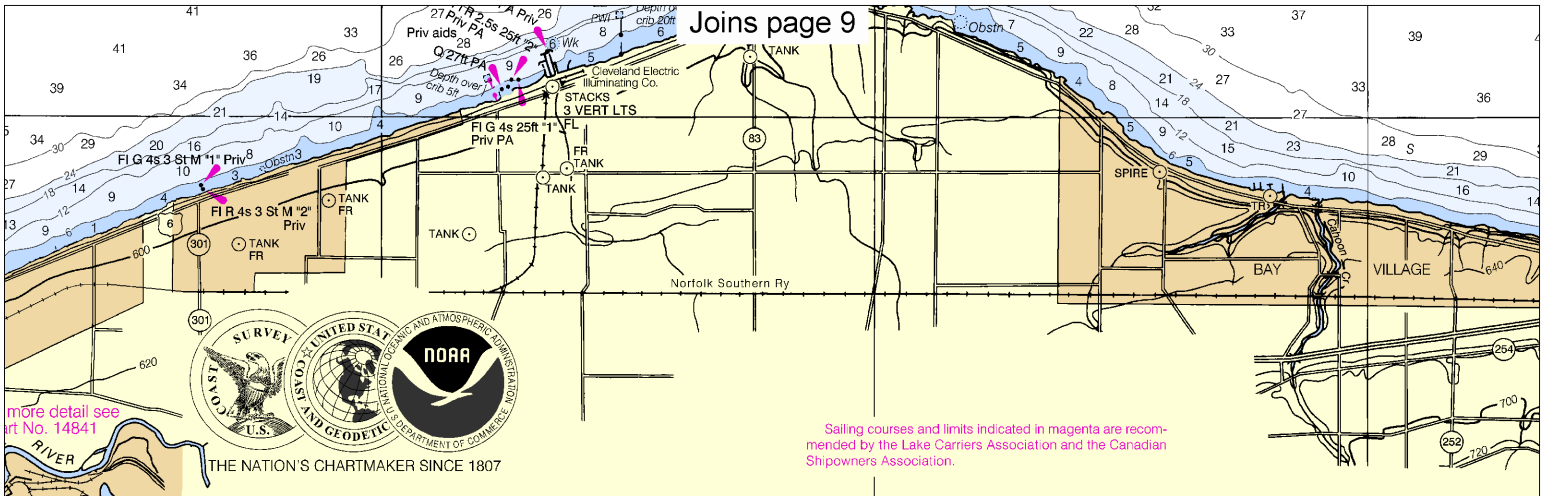
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe na
Ocean Service encourages users to submit corrections, additi
improving this chart to the Chief, Marine Chart Division (N/C
Service, NOAA, Silver Spring, Maryland 20910-3282.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7
Yards
1000 0 2000 4000 6000 8000 10000



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES

LAKE ERIE - OHIO

MOSS POINT TO VERMILION

Polyconic Projection
Scale 1 : 80,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....569.2ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.
AIDS TO NAVIGATION. Consult U.S. Coast Guard LIght List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.
AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

POLLUTION REPORTS

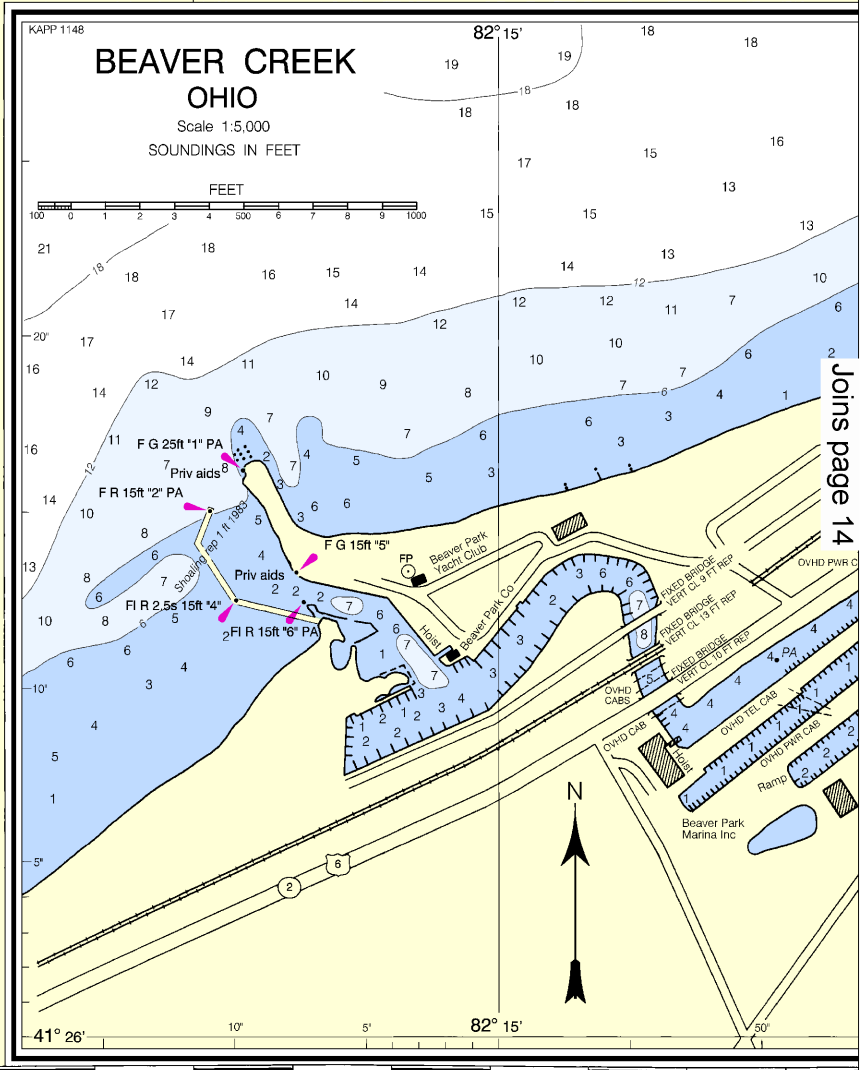
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

Additional information can be obtained at nauticalcharts.noaa.gov.



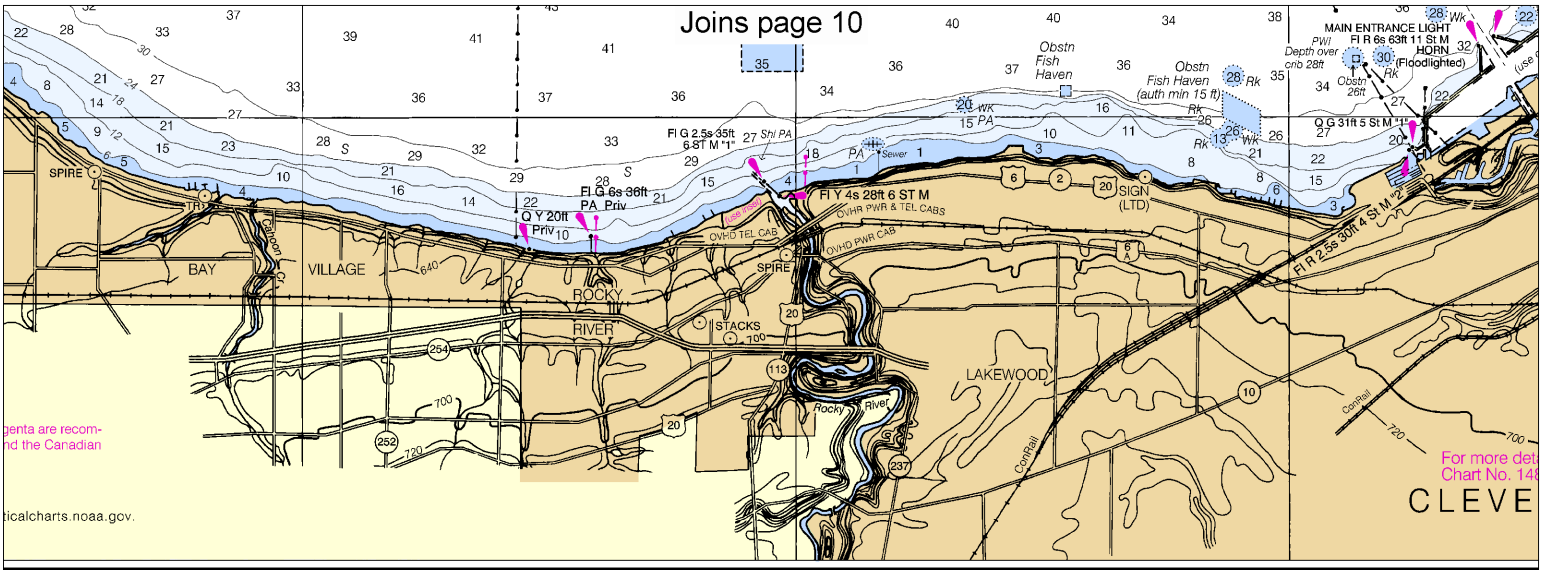
Joins page 14

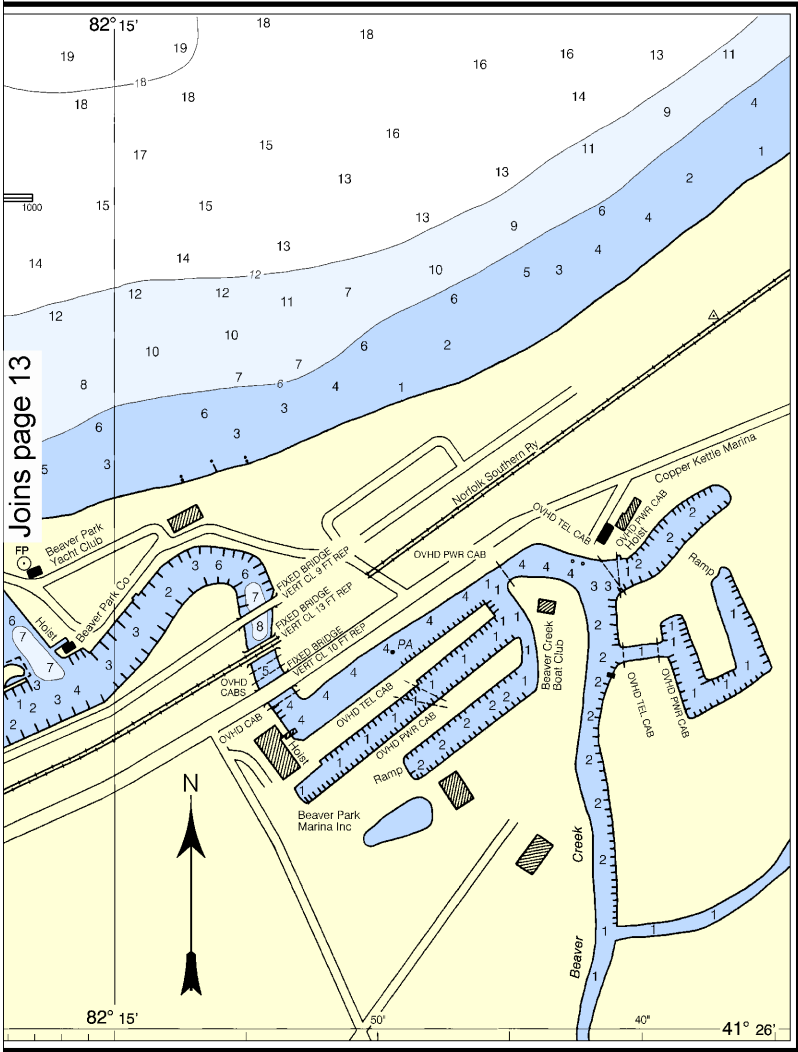
05' 82°00' 55'

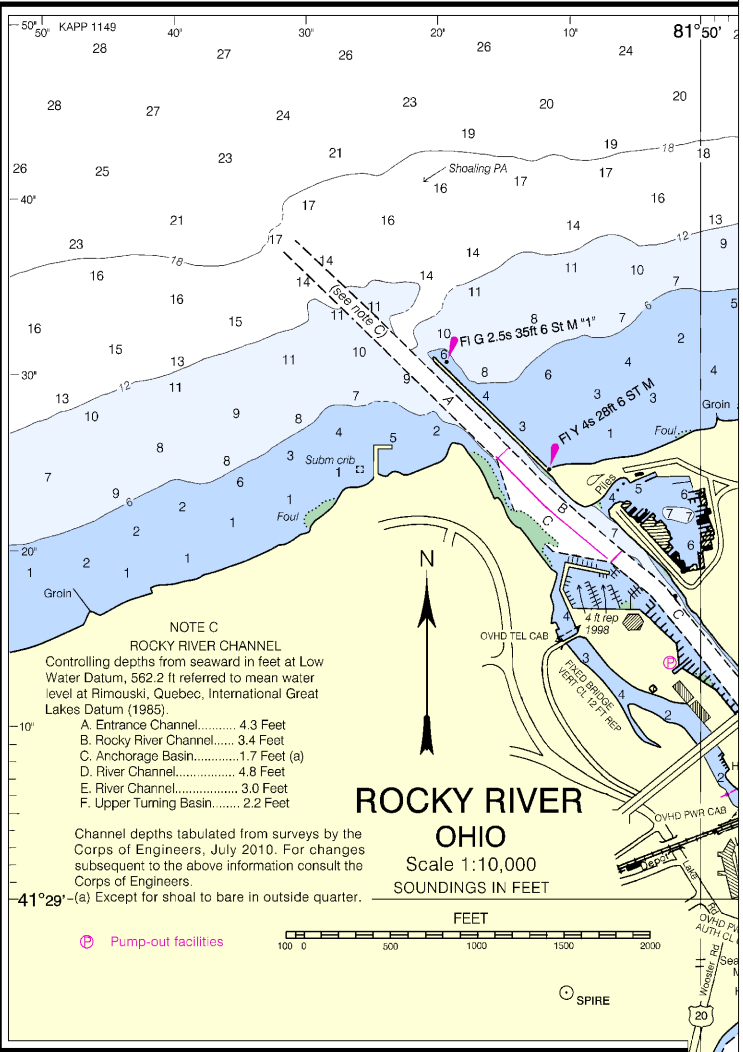
navigation. The National
itions, or comments for
/CS2), National Ocean

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY







55' 50' 45'

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.

Joins page 11

KAPP 1150

82°22'

41°26'

41°25'

81°40'

35'

30'

25'

20'

41° 20'

50"

40"

30"

20"

10"

VERMILION HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB 2009

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (FEET)	DEPTH LWD (FEET)
(A) EAST LAKE APPROACH CHANNEL	4.7	4.7	8.4	10-08	250-300	1200	12
(B) WEST LAKE APPROACH CHANNEL	7.8	4.5	4.6	10-08	150-220	1000	8
(C) ENTRANCE CHANNEL	9.2	11.2	6.8	10-08	100	1500	12
(D) VERMILION RIVER CHANNEL	4.8	2.5	1.1	10-08	80-100	450	8

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

VERMILION
OHIO

Scale 1:10,000

SOUNDINGS IN FEET

FEET 100 0 500 1000 1500 2000

661.0 X 939.8 mm

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Moss Point to Vermilion

SOUNDINGS IN FEET - SCALE 1:80,000

14826

ED. NO. 28

NSN 7642014010579 NGA REFERENCE NO. 14XCO14826

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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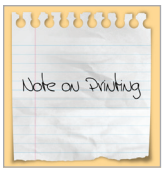

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